

CLASSIFICATION

SECRETARY AMERICAN

COUNTRY

East Germany

REPORT

Cottbus Airfield

50X1-HUM

EVALUATION

PLACE OBTAINED

50X1-HUM

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED

15 September 1953

REFERENCES

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PAGES

ENCLOSURES (NO. & TYPE)

REMARKS

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1. About 7:30 p.m. on 12 July 1953, a train consisting of 11 boxcars and 9 gondola cars departed Cottbus in the direction of Frankfurt/Oder. The gondola cars carried aircraft crates, each of which bore a Russian inscription

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2. [redacted] Cottbus
airfields

24 July. At 3 p.m., no aircraft were seen at the field. The hangars were closed. Fourteen MiG-15 aircraft crates were seen at the loading ramp. By 7 p.m. these crates had been moved to the railroad station where they were being guarded by Soviet personnel.

30 and 31 July. Fifteen railroad cars consigned to the VPL and [redacted] loaded with gliders, proceeded to the airfield.

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4 August. At 8 a.m., 10 railroad cars loaded with one empty aircraft crate each were observed en route from the airfield to the railroad station. Some of the crates had the front walls missing. At 4 p.m., about 50 old aircraft crates were observed in the northeastern portion of the landing field but no aircraft were seen. The hangars were closed except for two, one of which was apparently occupied by aircraft. [redacted] VPs were quartered in the Funker Kaserne east of the field.

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10 August. At 3:45 p.m., a formation of 15 Yak-18s [redacted] landed at the field.

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12 August. There was local flying by Yak-18s.

16 August. Fifteen Yak-18s [redacted] which made individual local flights, were observed at the field.

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3. On 26 July, the field was vacated by the Soviets. The MiG-15s had left the field between 10 and 16 July. The Yak-11s and Yak-18s had also left Cottbus. Prior to 20 July, the Soviet personnel had left on trucks to a place nearby. In late July, the administrative section of the VPL headquarters in Berlin transferred to Cottbus. The division headquarters of the VPL had been redesignated "Bereitschaftsstab". The third regiment had been retransferred to Bautzen. A signal unit was to be transferred to Cottbus. The VP retained the radio sets of types RAN and RSP. In early August, retraining with Yak-11s was under way.

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4. At 9:15 a.m. on 30 July, there were no aircraft at the field. Two open hangars were empty. The Funker Kaserne had been vacated by the Soviets and reoccupied by KVP. In the afternoon, MiG-15s were repeatedly seen flying over the field. Trucks

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[redacted] and sedans [redacted] were identified.

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at 12:30 p.m. on 1 August, a train with 16 empty aircraft crates en route from Spreewald railroad station in Cottbus to Zerbst was observed at Falkenberg railroad station. [redacted]

On 4 August, 9 MiG-15s were observed at Cottbus airfield.

On 5 August [redacted] the field was vacated by Soviet troops except for some officers who were probably instructors. The Funker Kaserne was unoccupied. The installation was guarded by VPLs and was being renovated.

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1. [redacted] Comment. The information on the shipments of aircraft crates from Cottbus airfield is confirmed. The shipment of 16 empty aircraft crates to Zerbst on 1 August is reported for the first time. The purpose of the shipment cannot be determined. A fighter regiment transferred from Zerbst to Jüterbog between 6 and 10 August. It could be that fighter regiments are provided with a number of empty crates for the shipment of unserviceable MiG-15s in case of a transfer.

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2. [redacted] Comment. After Cottbus airfield was vacated around 20 and 21 July, it is believed that the 601st VPL Regt occupied the airfield in early August while the 602d and 603d Regts are stationed in Drewitz and Bautzen respectively.

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